The Capitol Hill Monitor

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MARYLAND'S EMS CATEGORIES, PRIORITIES AND GCS SCORE

Scanner listeners have been scratching their heads trying to make sense of Maryland's new trauma categories. The categories are frequently referenced by EMS providers during radio transmissions to describe a patient's condition.

The new category designations took effect July 1, 2008, but have received increased attention especially after the Maryland State Police helicopter crashed on September 28, 2008.

To determine the category, a patient's condition is evaluated using a decision tree, which was revised in October. If the patient does not meet *Category A* status, the patient is evaluated in *Category B*, then *C*, and finally, *Category D*.

The *Glasgow Coma Scale* (GCS), which is referenced in *Category A* and *B*, is explained on page 2.

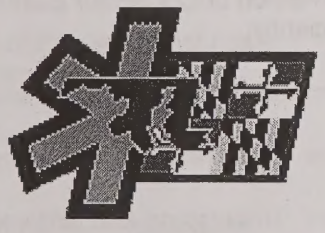
A ***Category A*** trauma is the most severe and meets at least one of the following criteria:

⇒ GCS less than or equal to 8 or Systolic BP less than 90 (Adult) or less than 60 (Child) or Respiratory rate less than 10 or greater than 29.

⇒ Flail chest

⇒ Rapidly declining GCS

⇒ 2 or more proximal long-bone fractures



⇒ Pelvic fracture

⇒ Paralysis (spine)

⇒ Penetrating injuries to head, neck, or torso

⇒ Open or depressed skull fracture

The *Category A* patient should be taken to a trauma center or specialty center per protocol. Helicopter transport should be considered if quicker and of clinical benefit.

The next most critical category is *Category B*. A ***Category B*** patient meets at least one of the following criteria:

EMS Caring in Action.

⇒ GCS 9 - 14

⇒ Paralysis or vascular compromise of limb

⇒ Amputation proximal to wrist or ankle

⇒ Crushed, degloved, or mangled extremity

⇒ Penetrating injuries to extremities proximal to elbow or knee

⇒ Combination trauma with burns

The *Category B* patient should be taken to a trauma center or specialty center per protocol. Helicopter transport should be considered if quicker and of clinical benefit.

The third most serious category is ***Category C***. The patient should be evaluated for evidence of mechanism of injury and high-energy impact, as well as for falls and injuries from a blast or explosion.

⇒ High Risk Auto Crash:
- Intrusion greater than 12 inches occupant site; greater than 18 inches any site
- Ejection (partial or complete) from vehicle
- Death in same passenger compartment
- Vehicle telemetry data consistent with high risk of injury
- Rollover without restraint
- Auto v. pedestrian/bicyclist thrown, run over, or with significant (20 mph) impact
- Motorcycle crash greater than 20 mph

⇒ Falls greater than 3 times patient's height

⇒ Exposure to blast or explosion

The *Category C* patient should be taken to a trauma center. Patients within a 30-minute drive time of the closest appropriate trauma/specialty center should go by ground unless there are extenuating circumstances. Receiving trauma center medical consultation is required when considering whether helicopter transport is of clinical benefit.

The least severe and final category is *Category D*. To qualify for ***Category D*** status, the patient must meet one of the following conditions:

⇒ Age less than 5 or greater than 55

⇒ Patient with bleeding disorder or patient on anticoagulants

⇒ Dialysis patient

⇒ Burns without trauma mechanism go to burn center

⇒ Pregnancy greater than 20 weeks

⇒ EMS provider judgment

EMS workers should consider medical direction and transport the *Category D* patient to a trauma center. Patients within a 30-minute drive time of the closest appropriate trauma/specialty center should go by ground unless there are extenuating circumstances. Helicopter transport should be considered if of clinical benefit. Receiving trauma center medical consultation is required when considering whether helicopter transport is of clinical benefit.

Clinical Priority Levels

Still used, often in conjunction with the above trauma categories, is the clinical priority level, 1 through 4. This is how MIEMSS defines those priorities:

Priority 1 — Critically ill or injured person requiring immediate attention; unstable patients with potentially life-threatening injury or illness.

Priority 2 — Less serious condition, requiring emergency medical attention but not immediately endangering the patient's life.

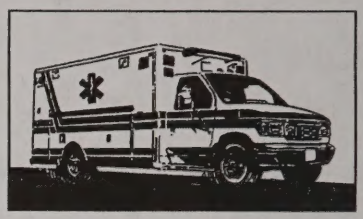
Priority 3 — Non-emergent condition, requiring medical attention but not on an emergency basis.

Priority 4 — Does not require medical attention.

Glasgow Coma Scale (GCS)

Glasgow Coma Scale, or GCS, is another technique for qualifying a patient's condition. In the GCS a patient is evaluated based on three categories: eye opening, motor response and verbal response. The patient receives a score in each of the three categories which is totaled for the GCS score. Three is the worst and 15 is the least severe.

Glasgow Coma Scale (GCS)



Eye Opening
4 Spontaneously
3 To Voice
2 To Pain
1 No Response

Motor Response
6 To Verbal Command - Obeys
5 To Painful Stimulus - Localizes Pain
4 Flexion - Withdraw
3 Flexion - Abnormal
2 Extension
1 No Response

Verbal Response (age: greater than 5 years old)
5 Oriented and Converses
4 Disoriented and Converses
3 Inappropriate Words
2 Incomprehensible Sounds
1 No Response

Glasgow Coma Score Total (range is 3 to 15)

For more information see the MIEMSS 2008 Maryland Medical Protocols at: http://www.miemss.org/

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SCANNING COAST GUARD SECTOR BALTIMORE

By Ron Perron (Rapbep "at" aol "dot" com)

The following technical data on the United States Coast Guard (CG) *Sector Baltimore* is derived from personal monitoring from my location just outside of Baltimore, Maryland. As stated on the official CG Website, the mission of CG *Sector Baltimore* is to effectively and efficiently:

⇒ Maximize unit readiness,

⇒ Prevent or respond to incidents,

⇒ Understand and address our customers' needs,

⇒ Achieve unity of effort with our partners in order to provide maritime safety, security, accessibility, and environmental protection for the National Capital Region, and the upper Chesapeake Bay and its tributaries.

CG Sector Baltimore and its subordinate units include Aids-to-Navigation Teams in Baltimore; Crisfield; and Potomac. There are Small Boat Stations in Annapolis; Crisfield; Curtis Bay; Oxford; St. Inigoes; Stillpond; and Washington (Bolling AFB).

CG Station Curtis Bay, in addition to being an active Small Boat Station, also houses the Coast Guard's main shipyard which performs maintenance, upgrades and new boat building for the entire Coast Guard fleet. Due to the shipyard, there's usually an interesting "flow" of out-of-area vessels showing up on the marine channels.

In communications I regularly hear CG Sector Baltimore, CG Station Curtis Bay, and CG Station Annapolis. The CG Sector Baltimore also is assisted by several area CG Auxiliary aircraft which provide airborne patrols of the Chesapeake Bay area during peak activity times, normally April through October.

The CG Sector Baltimore area of responsibility covers the entire Chesapeake Bay, which runs roughly from the Delaware and Pennsylvania borders to the mouth of the Bay near Norfolk, Virginia.

In order to maintain VHF communications over this vast coverage area they use a VHF site atop the main structure of the Chesapeake Bay Bridge, near Annapolis. The Sector radio operators refer to this as the "high site."

To the best of my knowledge no classified information was used to compile this data.

CG Callsigns:

BLACKJACK ##- used by CGAS Atlantic City HH-65Cs when deployed to CGAS Washington.

GUARDIAN ##- used by Atlantic City HH-65Cs during 2009 Inauguration.

DOLPHIN ##- noted used by HH-65C from CGAS Atlantic City working w/CG Sector Baltimore.

PIT BOSS- CG entity, Joint Air Defense Operations Center (JADOC), Bolling AFB, DC.

ZEAL ##- used by HH-65Cs during 2009 Inauguration.

CG Air (AM):

119.100 National (KDCA) Tower
134.350 Wash Area Helo Unicom
118.400 Andrews AFB Tower
119.300 Potomac TRACON Approach
139.700 (AM)-Huntress
345.000 CG Air Primary
237.900 CG Air Secondary
326.150 CG Air
379.050 CG Air

CG VHF Marine Freqs (FM):

156.800 Ch. 16 Maritime Distress, Safety and Calling
157.050 Ch. 21A Stn Annapolis, Blackjack helos
157.075 Ch. 81A (sometimes used in D.C.)
157.100 Ch. 22A CG Liaison/Maritime Safety Info
157.125 Ch. 82A Sector Baltimore-special activity
157.150 Ch. 23A Sector Baltimore, Stn Curtis Bay, Stn Annapolis
157.175 Ch. 83A

For a complete list of VHF marine channels see: http://www.navcen.uscg.gov/marcomms/vhf.htm

CG Special-Use Freqs (FM):

149.2000 Auxiliary 1r/2s (in: 138.475)
150.7000 Auxiliary 3r/4s (in: 142.825)
143.4750 Auxiliary 5s
139.9750 CG 01
140.4750 CG 02
140.7250 CG 03
141.6125 CG 04
150.7250 CG 05
141.5500 CG 06
150.3000 CG 07
162.0500 CG 08
162.1250 CG 09
162.2500 CG 10
162.3250 CG 11
163.0500 CG 12
163.1375 CG 13
164.3000 CG 14
164.3125 CG 15
164.5500 CG 16
164.5625 CG 17
164.9000 CG 18
164.9125 CG 19
165.2625 CG 20
165.3125 CG 21
165.3250 CG 22
165.3375 CG 23
166.1875 CG 24
167.9000 CG 25
168.8625 CG 26
171.2375 CG 27
172.3125 CG 28
166.4625 DHS Common

Aircraft:

2 HH-65Cs on rotating TDY from CGAS Atlantic City
C-143 Challenger (CG2)
N8782Y CG Auxiliary
NCB-5- National Cargo Bureau unit, Baltimore
VC-37A (CG 1)

Homeport Vessels:

1620486- 16-ft utility craft-Stn Curtis Bay
25449- Defender Class RBS-maybe Stn Annapolis
25454- Defender Class RBS-Stn Wash (Bolling)
25567- Defender Class RBS-Stn Curtis Bay
25581- Defender Class RBS-Stn Curtis Bay
25585- Defender Class RBS-Stn Curtis Bay
25588- Defender Class RBS-Stn Curtis Bay
25627- Defender Class RBS-Stn Curtis Bay
25678- Defender Class RBS-Stn Annapolis(?)
26101- Stn Curtis Bay
26118- Stn Curtis Bay
41330- 41-foot Utility Boat-Stn Curtis Bay
41359- 41-foot Utility Boat-Stn Curtis Bay
41453- 41-foot Utility Boat-Stn Curtis Bay
41454- 41-foot Utility Boat-Stn Curtis Bay
49428- 49-foot Stern Loading Buoy Boat-Stn Curtis Bay
USCGC James Rankin WLM-555,
Keeper Class Coastal Buoy Tender-Stn Curtis Bay
USCGC Sledge WLIC 75303,
75-foot Inland Construction Tender-Stn Curtis Bay

RBS is Response Boat-Small. The first two digits of the vessel's hull number for small CG boats is typically the vessel length (such as 25, 26, 41 footers).

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SCANNING CSX RAILROAD IN THE D.C. AREA

Courtesy Fred Bader (k3csx "at" hamrail "dot" org)

CSX divides its operating territories into sub-divisions, and there are four with radio activity in the D.C. area:

* Metropolitan - Washington, DC to Weverton, MD
* Capital - Washington, DC to Baltimore, MD
* Old Main Line - Baltimore, MD to Point of Rocks, MD
* RF&P - Washington, DC to Richmond, VA

All trains that run on CSX tracks (i.e., CSX freight trains, Amtrak, MARC and VRE passenger trains) use CSX frequencies.

There are three primary frequencies used in the D.C. area on the Metropolitan, Capital and Old Main Line sub-divisions:

160.230 - AAR 08 (Road)
160.320 - AAR 14 (Dispatcher)
160.785 - AAR 45 (Maintenance)

There are two primary frequencies used in the D.C. area on the RF&P sub-division:

161.550 - AAR 96 (Road)
160.410 - AAR 20 (Dispatcher)

The following is a description of how the frequencies are used on the Metropolitan, Capital and Old Main Line sub-divisions. The usage of the corresponding frequencies on the RF&P sub-division is similar.

160.230 is the 'road' frequency (AKA 'channel 8') where you can hear trains announce when they pass a signal (train identification, direction of movement, track number and signal indication); communication between crew members, between passing trains or maintenance crews; reports from the defect detectors that check the train for overheated axles, dragging equipment, cars that are too high or wide; and the dispatcher in Baltimore, MD (formerly Jacksonville, FL) trying to contact a train.

160.320 is the 'dispatcher' frequency (AKA 'channel 14') where you can hear trains calling the dispatcher to report any problem or hear the dispatcher giving instructions to a train crew (after calling them on the 'road' channel and asking them to "go to channel 14").

160.785 is the 'maintenance' frequency (AKA 'channel 45') which is only used for communications between maintenance crews. Most of the time, they will be on the 'road' frequency so they can communicate with trains passing through their work limits.

The 'road' channel is the busiest, but it is a good idea to scan both the 'road' and 'dispatcher' frequencies. If there is track maintenance occurring in your area, you may also hear activity on the 'maintenance' frequency.

On June 21, 2008, the location of the CSX dispatchers controlling the rail lines in and around the D.C. area moved from Jacksonville, FL to Baltimore, MD. This affected the four CSX sub-divisions mentioned above. Because of the move, the way the CSX dispatcher identifies on the radio also changed:

* "CSX AU Dispatcher Jacksonville" -->
"CSX BC Dispatcher Baltimore"
* "CSX CQ Dispatcher Jacksonville" -->
"CSX BD Dispatcher Baltimore"

The Metropolitan, Capital and Old Main Line sub-divisions are under the control of the BC (former AU) dispatcher. The RF&P sub-division is under the control of the BD (former CQ) dispatcher.

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MARINE ONE (HMX-1) FREQ PRESETS

Ted Moran, a scanner enthusiast from Chicago, snagged this list of preset frequencies for *Marine One*. The card appeared briefly in a cockpit shot on the National Geographic Channel's special *Aboard Marine*

One.

01 BASE	318.900 (Quantico)
02 NYG GND	340.200 (Quantico MCAF)
03 NYG TWR	360.200 (Quantico MCAF)
04 NYG APP	127.050 (Quantico MCAF)
05 DAA TWR	229.400 (Davison AAF)
06 DCA TWR	257.600 (Reagan Airport)
07 ADW TWR	289.600 (Andrews, currently 349.0)
08 ADW GND	275.800 (Andrews)
09 JPN TWR	231.300 (Pentagon Army Heliport)
10 NDV	375.000 (HMX-1 at NAS Anacostia)
11 ADW METRO	344.600 (Andrews AFB 89th OpsGp)
12 ADW RDR	335.500 (Andrews AFB GCA Radar)
13 SAM DESK	378.100 (Andrews 89th Ops Gp CP)
14 BETH-H	267.600 (Bethesda Naval Hosp)
15 CONTROL	277.175
16 OUTSIDE Btwy	273.950 (HMX-1 Squadron Tac)
17 IAD TWR	388.000 (Wash Dulles) (348.600?)
18 BWI APP	231.600 (Balt-Wash Intl) (290.475)
19 BWI TWR	257.800 (Balt-Wash Intl)
20 W - H	268.000 (Wheelhouse Pentagon SAM switchboard)
21 JSD	305.800 (Sikorsky Heliport CT)
22 CGAS NY	381.800 (Coast Guard Air Sta)
23 FEMA	241.000 (Mt. Weather/Army)
24 RFLUSH	236.300 (Royal Flush, PAX R/W)
25 NYG APP	290.375 (Quantico MCAF)
26 NYG TWR	118.600 (Quantico MCAF)
27 DAA TWR	126.300 (Davison AAF)
28 DCA TWR	120.750 (Reagan Natl) (now 134.35)
29 ADW TWR	118.400 (Andrews AFB)
30 ADW GND	121.800 (Andrews AFB)
31 ADW RDR	119.300 (Andrews AFB)
32 JPN TWR	143.100 (Pentagon Army Heliport)
33 DCA TWR ALT	119.100 (Reagan National)
34 DCA ATIS	132.650 (Reagan National)
35 NIGHTHAWK	142.750 (Andrews 89th Ops Grp Squadron Tac)
36 IAD TWR	120.100 (Washington Dulles)
37 BWI APP	119.700 (Balt-Wash Intl)
38 MEDSTAR	123.050 (Wash Hosp Ctr Helipad)
39 FEMA	126.200 (Mt. Weather/Army)
40 NYG ATIS	263.150 (Quantico MCAF)
41 BASE	30.15 (HMX-1 CP)
42 NYG TWR	41.95 (Quantico MCAF)
43 NDV	34.35 (HMX-1 at NAS Anacostia)
44 RANGE CNTRL	38.70 (Quantico Range Control)
45 W.REED	41.00 (Walter Reed AMC Helipad)
46 JSD	41.10 (Sikorsky Heliport CT)
47 NONE	
48 NONE	

HF

1	Cactus Pri	9.1200 (Camp David)
2	Cactus Alt	11.243 (?)
3	McDill	11.246 (?)
4	McDill	13.244 (?)

SATCOM

CH 6	T	297.650 (DOD Channel?)
	R	264.050
CH 10	T	310.950 (USN Fleet Relay Q-10 / 25 KHz)
	R	269.950
CH 11	T	293.975 (USN Fleet Relay N-11 / 25 KHz)
	R	260.375

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COME MEET FELLOW SCANNER ENTHUSIASTS AND SPOT-NEWS JUNKIES SATURDAY, MARCH 14, 2009 AT 1 P.M.

Mark your calendars! We have a CHM get-together scheduled for 1 p.m. on Saturday March 14, 2009 at the Savoy Café in Takoma Park, Md.

We have no agenda and no guest speakers scheduled. This is just an opportunity for us to hang out and talk radio. Everybody is invited. Please buy some food from the café for allowing us to meet there.

The Savoy Café is at 7071 Carroll Avenue at the corner of Columbia Avenue in Takoma Park. You may find it easier to park for free on the nearby residential streets.

Alan will have his Nextel with him (202-439-1618 or d/c 164*68*228) if you need help finding the café. Look for us on the lower level.

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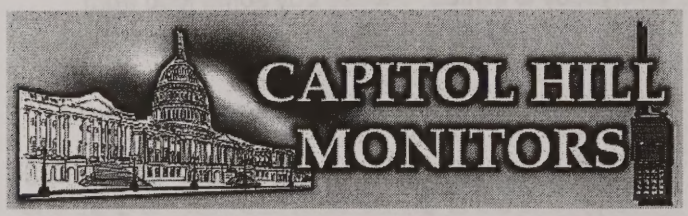

Please address all correspondence to Alan. We encourage readers to submit material and write articles that relate to the hobby. All submissions are subject to editing for style and content. When submitting material please make certain we can contact you should we have any questions. We welcome frequency and visitor requests, but please include a reply envelope.

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The *Capitol Hill Monitor* is the non-profit newsletter of the Capitol Hill Monitors. The newsletter keeps scanner enthusiasts abreast of local meetings, frequency profiles and other topics of interest. Dues are $10 and include 12 issues (back issues cost $1 each). Kindly make checks payable to Alan Henney. Membership will be prorated accordingly in the event of a postage increase.

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CHM HAS GONE PAPERLESS!

The *Capitol Hill Monitor* newsletter is converting to electronic distribution. "Snail mail" distribution will continue for the time being at the current cost of $10 for 12 issues (**please do not send more than $10**!). Since the newsletter is provided at cost, the online version is available for free. To receive the online version, please send an e-mail to alan@henney.com. When the next issue is available, you will receive an e-mail with a link and list of topics for that issue. We welcome your input, suggestions and article submissions.

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